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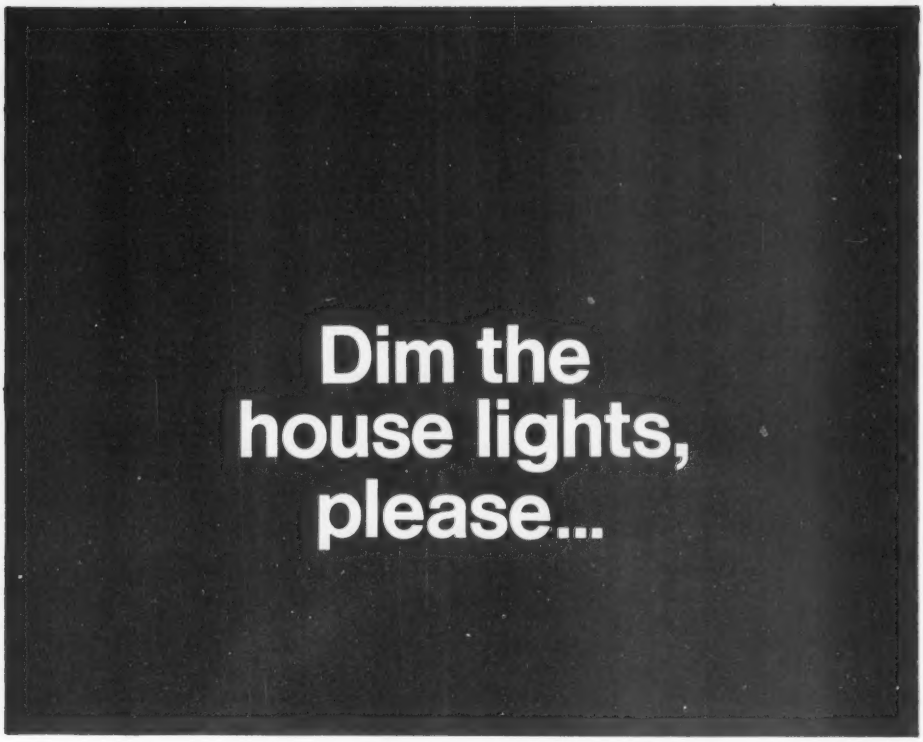

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Vol. XL No.6 June 1980

167 ..... **A Voyage to the Lebanon**
Lt. Comdr. Eamon Doyle, NS

172 ..... **The Massacre at Fort Dell Oro**
Comdt. P. D. O'Donnell

180 ..... **Some French Connections**
Brian Quinn

177 ..... **Background Action**
Fl. Sgt. S. Curran, Tech. Wing H.Q.

178 ..... **Autumn Exercises, 1940**
Lt. Col. M. T. Duggan, Retd.

180 ..... **Where are they now? — Series No. 7**
Sgt. Billy Norton

185 ..... **What the Papers Notice**

190 ..... **I never sailed 'till . . .**
Capt. M. Hanrahan & Capt. G. White

Cover:
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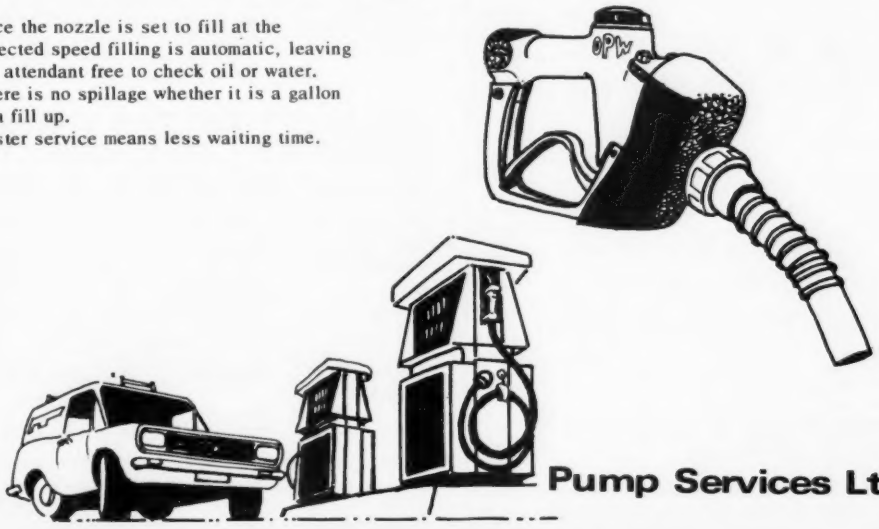

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For the first time an Irish Ship flies the UN Flag. (Beirut Harbour - Photo: Naval Service).

A VOYAGE TO THE LEBANON Lt. Comdr. Eamon Doyle NS

NOT so very long ago the prospect of the Naval Service sending a ship (or the ship) abroad on a modest courtesy cruise seemed as remote as the deep ocean. Then, in 1976, the minesweeper GRAINNE visited Brest, in France. Every year since then the Navy have shown the flag at various times in the waters of all the maritime states of the European Community and also in Norway and Iceland.

These voyages have been made at minimal cost; whether a naval ship operates in foreign or home waters she still requires much the same maintenance effort, her complement must be paid and fed and the fuel consumption will reflect the distances steamed. Aside from any operational mission the real value in a foreign trip is seen in the way morale soars at all levels. Many factors, too numerous and obvious to mention here, contribute to this. Not least is the commitment by all ranks to making a trip a success, and the confidence built upon success. It is no surprise therefore that navymen value foreign trips almost as much as their new ships. And the longer and more ambitious voyages of the past year or so may be viewed in this light.

Thus, when the proposal to send a ship to the Middle East was suggested in late October 1979 the excitement was intense. The requirement, from the corridors of power, was to transport military stores to Beirut for the Irish contingent serving with the United Nations peace keeping force in South Lebanon (UNIFIL).

The choice of ship was relatively simple. The demands of the task ruled out the minesweepers and the oil fired steamer, SETANTA could not seriously be considered because of her very high fuel consumption. Of the three patrol vessels AOIFE had only recently entered service and was insufficiently tested for a long endurance voyage. The improvements in EMER's design meant she had a significant edge over DEIRDRE in stability and endurance, and so she was selected. (In any case with DEIRDRE not long back from a summer cruise to Norway, Denmark, Germany and Holland the choice of that ship would have ruffled many a feather amongst EMER's crew).

At the time EMER was back in the builder's yard (Verolme Cork Dockyard) at Rushbrooke to catch up on outstanding maintenance and repairs. This work was now pushed ahead with great thoroughness as indeed were all the other preparations - jobs like storing and victualling the ship (for 35 days), medicals and jabs for all hands, creating a small mountain of paper - in triplicate - to keep the administrative staffs happy, charts and other hydrographic publications for the area, endurance and stability calculations and so on. The list grew endless and all the while a firm decision to go was 'pending'.

A tentative date of departure was set for mid November. This came and went as did several 'firm decisions', but finally an absolutely firm 'go' was made late evening on 21 November. The news was conveyed by a fairly senior naval officer to one less senior as follows (almost):

"The Lebanon trip has just been confirmed"

"That's great news! When do we sail?"

"Tomorrow"

"Tomorrow! You're all bananas up there - Sir - with all due respects." (Very important that last bit. Many a military career has been stunted by failure to use that phrase tactically).

In the event EMER was to sail within 48 hours. And if steam was let off at the now indecent haste of the operation all on board knew that further delay could make the prospect of Christmas in Biscay a reality.

On the later afternoon of 23 November all stores

and supplies for the 46th Bn. UNIFIL were secured on board and the ship was ready for sea. Almost all spare berths were occupied; a few extra ratings here and there; an Army Officer to take care of the military stores; A Slua Muiri (Reserve) Officer who somehow managed to get four weeks off work; and a young Ensign who had been admitted to Cork Military Hospital a few days previously recovered with miraculous speed to rejoin the ship on the day of departure. (Former patients will fully appreciate that latter achievement). Finally the Naval Chaplain, Fr. Michael O'Brien, came on board to celebrate Mass and impart a blessing for a safe voyage.

With a few media people there to record the event EMER slipped from the Naval Base that afternoon. A long salute on the ship's siren passing Cobh bade farewell to families and friends. Once clear of Cork Harbour a course was set for Cape Finisterre on the NW corner of Spain, and the ship settled down to the steady routine of an ocean passage.

Crossing the Bay of Biscay in winter months normally generates some anxiety but on this occasion perfect weather prevailed. The fair weather held for most of the way as the Central Mediterranean except for a windy spell approaching the Straits of Gibraltar. This was the "Levanter" the name given to the easterly wind in the Strait which often reaches and on this occasion did blow to gale force.

Although the DEIRDRE class ships have considerable range it is unwise to allow fuel to run too low. Consequently, the broad plan for the voyage listed refuelling needs on both the outward and homeward trips. These stops would also provide the only opportunities for crew rest and recreation since Beirut would not be a shore liberty port, nor could replenishment of fuel and water there be relied upon. Initially Malta was designated for the outward call but this was changed en route, for Augusta in Sicily, and Gibraltar remained the homeward call.

For most on board, Augusta turned out to be quite a surprise. Arriving there on 30 November we found the harbour encompassed some of the largest oil terminals about, in addition to the important naval facilities known to us. Augusta is in fact Italy's Bantry Bay on a very much larger scale, catering for mammoth tankers of up to almost 400,000 tons deadweight. Unlike Bantry the area is dotted with several refineries and related petrochemical industries. It is thus the most prosperous area in Sicily and as a consequence, the most expensive. As a large industrial port Augusta does not therefore truly reflect Sicilian culture and heritage. Evidence of this was seen in plenty from the vantage of an impromptu coach tour to Syracuse, Catania, and Mount Etna. That itinerary, in twelve hours may seem to many a close cousin to the 'Europe in four days' blitz from across the Atlantic. But very few of the crew, outside the duty watch would have missed the opportunity. Syracuse radiates a sense of history totally unique: its museum displays one of the Worlds richest collections of Hellinic and Roman art as well as pieces from the Arab and Norman era's: the Greek theatre (amphitheatre) which could seat up to 15,000 is one of the most impressive classical monuments: and arguably, most remarkable of all is the cities Cathedral which incorporates the Doric columns of the Temple of Athena dating from the 5th century B.C. While some modern development and building may be considered of doubtful quality no visitor to Syracuse can fail to be impressed at the obvious efforts taken by the citizens to preserve their cultural heritage.

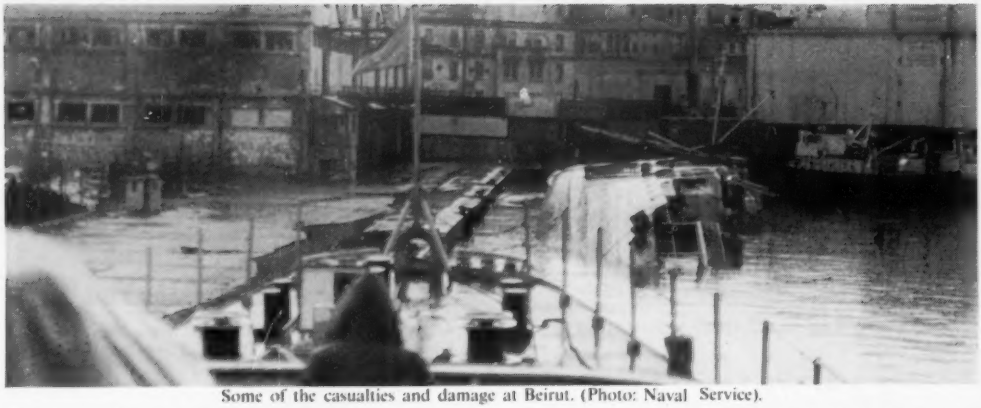
By Monday morning 3 December it was time to resume our voyage again. We had undertaken to reach Beirut by first light on the 6th which meant covering a thousand miles in less than three days. Any delay therefore would put that beyond reach, particularly as the weather maps now began to show "instability" - a Mediterranean euphemism for gales. Right on cue the wind freshened to meet EMER as she cleared Augusta shortly after midday. For the next nine days, or the 3,000 miles to Gibraltar via Lebanon strong headwinds would give a most uncomfortable passage; rough weather in the Mediterranean tends to raise comparitively short steep waves which can make life difficult for a small ship. In contrast, similar weather in our Western approaches is more likely to create a long heavy sea or swell which is not as severe on the stomach.

However, by setting a course South of Crete and Cyprus to gain some small lee the schedule was maintained, and we arrived off Beirut on 6 December. By 0700 the pilot had boarded to guide the ship into harbour.

Prior to the Civil War Beirut was probably the busiest port in the Middle East, handling not alone cargoes for Lebanese centres but also a great deal of the transshipment cargoes destined for countries like Iraq and Saudi Arabia. But during the intense fighting of 1975/76 Beirut suffered heavily with widespread destruction of the port facilities and the nearby commercial centre of the city.

Only in recent times has the port returned to a semblence of normality and even this is interrupted from time to time as fighting breaks out close by. On these occasions shipping must clear the harbour and anchor off until things quieten down. It is hardly surprising then to hear that piracy is considered a real threat in this part of the Mediterranean. Whole, cargoes it seems, have vanished . . . and bargains are offered for sale with the explanation that ". . . it fell off the back of a ship", or so the local gossip has it.

Only as we sailed in past the breakwater towards our berth did we get some idea of the heavy damage and losses to shipping suffered during the worst



Some of the casualties and damage at Beirut. (Photo: Naval Service).

fighting at the outbreak of the Civil War. There are about five wrecks in the harbour and several other ships, though afloat, are damaged beyond economic repair. It was a sad sight.

Beirut is not an extensive port and by 0720 EMER was secured alongside her berth. There to meet us were some familiar faces from the 46th Battalion and a group of French officers serving with UNIFIL. The French unit has responsibilities for clearing UN supplies through the port to the forward areas. To signify our peaceful intentions and clarify our status the United Nations standard was flown from the masthead - for the first time on an Irish ship. (A necessary precaution in the war zone where the sudden arrival of a strange warship could provoke agitation amongst the belligerents). There also to greet us was the Irish Charge d'Affaires, Mr. Sean Whelan. Before long the convoy of white UN trucks was alongside and offloading of the supplies was under way. It was interesting to see also in port a supply ship of the Nigerian Navy in a similar mission to our own.

Security within the docks area is maintained by the Lebanese Army but immediately outside the perimeter the opposing factions hold sway. They are separated by the centre city ruins across which an uneasy cease-fire prevails. Each side has a command of several high rise buildings which are used for observation posts and sniper positions. That morning sniper fire started at about 1100 and continued sporadically for the rest of the day. It was confirmation if any was needed that Beirut, on this occasion, was not an attractive liberty post. To have come 3,000 miles and not get ashore was a disappointment indeed but unavoidable in the interests of personal safety.

By noon all supplies had been loaded on the trucks - and some odds and ends loaded on board for return to Ireland. Before departure there was time to relax for lunch with our Army colleagues and the Charge d'Affaires. But by 1500 we had said our goodbyes and were on our way home.

The unsettled weather we had carried since leaving Sicily was to remain with us more or less all the way to Gibralter. Predominently fresh to strong headwinds meant constant spray which didn't at all suit the "sun worshippers" on board, and acquiring a "bronzy" for Christmas was now high on the order of priorities.

A different route on the homeward passage took us through the Strait of Messina, separating Sicily and the Italian mainland. This is an extremely busy waterway, connecting the Tyrrhenian Sea to the north with the Ionian sea southward. The density of shipping and small fishing craft, and the currents and whirlpools, famous from antiquity, ensure that navigation in the Strait is never dull. The currents are generated by an unusual phenomenon: high water at the northern end of the Strait coincides with low water at the southern end, and vice versa. Though the difference in tide levels is less than one foot at springs, it is concentrated into such a short distance (about 3 miles) that currents of 4 knots are common. This constant intermixing of two different water masses gives rise to an important fishery worked by small open boats, but these boats provide a unique mail service for passing ships. There is a custom quite common on the regular traders through the Straig, of posting letters and cards in bottles with some cigarettes or cigars included. The fishermen recover these and post the mail as soon as they get ashore. It's a marvellous tradition, and amazingly reliable. However, seeing is believing, and only two bottles (the captain's and Exec.'s) were chucked over the side. The rest of the crew were too skeptical to risk disposing of their tobacco in such a manner. For the record, the cards "despatched" reached Passage West and Monkstown, Co. Cork, within a day or so of letters air mailed from Gibralter.

A few days later, on 12th December, we were off the Rock, looking forward to a well earned break. We were alongside our berth at 08.45 but replenishment of fuel and water had first to be got

EMER at Augusta, Sicily. (Photo: Naval Service).

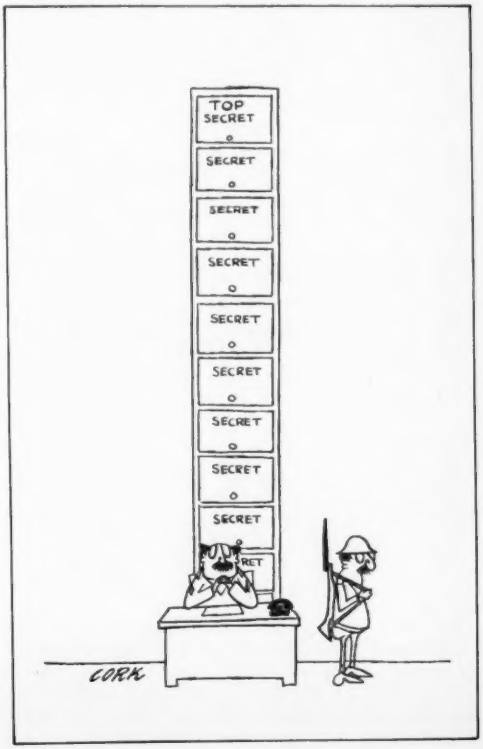
Homeward bound from Lebanon. Lt. Kevin Daly, Lt. Cdr. Eamonn Doyle, Lt. Brendan O'Shea. (Photo: Naval Service).

under way before shore liberty. However this didn't take long and within an hour or so only the bare duty watch remained on board. Gibralter has always been looked on by seamen as a "good run ashore", and even if these days inflation has dulled the image a bit there are still many bargains for those who persevere, particularly in cameras, watches, and electrical goods. It was fortunate that no cruise liners or large naval units were in port, otherwide the traders would have marked their prices to match the demands. Although half the fun of shopping there was in knocking the price of an item down to the lowest possible level. By the time we sailed few on board would need (or could afford) Christmas shopping at home! It was a very hectic two day visit.

On the afternoon of the 14th we were all set to resume the voyage. There were none more surprised than ourselves that a tentative schedule agreed a month previously was still holding; a long delay in the eastern Med could easily have materialised. As we sailed from Gibralter that afternoon we savoured a last flash of sunshine and hoped for a quick passage to Cobh. But the weather maps for the North Atlantic and Western Approaches painted a tale of woe. If they were right, and a quick radio call to Haulbowline said they were, we were heading into some of the worst winter gales for several years.

Rounding southern Portugal we met a long heavy swell, but little wind. That was to come on the last day of the trip when we were well into the Bay of Biscay. A westerly gale of force 9 to 10 that day kept us on our toenails (sometimes). However with the wind and sea on the beam the ship's speed held up well. Of course, this caused some very heavy rolling which, without stabilisers and good stability, could have meant heaving to until the worst of the storm passed. Keeping up a reasonable speed brought us closer to a lee from the land all the time, so that by midmorning on 17th December, we were in sight of familiar landmarks like the Old Head of Kinsale and Roche's Point. The awful weather conditions ensured that this landfall was even more welcome than it had always promised to be.

When EMER secured to her berth at 1317 a voyage of 24 days and 6,281 miles ended. For the Naval Service it was an historic and unique voyage, made all the more so by the mission assigned, and a source of much pride for all on board.



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THE MASSACRE AT FORT DELL ORO

Comdt. P. D. O'Donnell

THE massacre of the 600 officers and soldiers of the Papal-Spanish expedtion at Dunanoir took place in Smerwick Harbour on the tip of the Dingle Peninsula on 10th November, 1580, St. Martin's Eve. The 400th anniversary commemoration will take place on the spot on July 20th under the auspices of Coiste Cuimhne Dun an Oir, when a monument will be unveiled by An Taoiseach, Mr. Charles Haughey.

The failure of the Desmond Rebellion of 1569 spurred James Fitzmaurice Fitzgerald, a cousin of the Earl of Desmond, to seek Papal and Spanish aid in 1573 for yet another attempt to free Ireland from Elizabethan domination.

The first expedition which james Fitzmaurice, Captain of Desmond as he was called, managed to mount came in July, 1579. He was repulsed at Dingle and came ashore in Smerwick Harbour, which originally was the principal port of the peninsula. It had Norse connections - nearby Clochan na Lochlannach - as a butter trading port hence its name, the Irish "Smear" and the Norse "Wick", - "butterport". The five hundred or so Italians and Spaniards occupied the western headland on the site of an ancient stone age fortress on which a small Norman castle had been built by Pierce Rice.

Duan an Oir was the name given to it by locals, possibly sarcastically, because an Elizabethan ship bringing gold ore, eventually found to be pyrites, fools' gold, was wrecked here and its cargo littered the place. The Spaniards called it Fort Dell Oro or Castell Dell Oro.

Unfortunately it turned out to be badly sited, on a bare narrow-necked isthmus with fresh water half a mile or more away. At once Fitzmaurice's force set to fortify it, mostly earthen embankments and local stone but it was unfinished. On the advice of the Earl of Desmond's brother John they left it to become involved in guerrilla type warfare. But tragedy struck after a victory against Burkes and pro-English supporters at Barrington's Bridge near Limerick, 'the Spaniards stood firm upon the bogge on the right hand', but a ball hit Fitzmaurice, from which he died. The Spaniards and Italians scattered, most back to Dunanoir, where some sailed for Spain, others joined Desmonds forces in rebellious skirmishing.

In February, 1580 two Spanish vessels landed men at Dingle to inquire how the rebellion was doing and left for Spain a fortnight later. The second expedition arrived at Smerwick Harbour in late August, as a reinforcement of the first, and not as a piratical venture.

The force was mounted by de Recalde Governor of Bilboa, (later a famous Spanish Armada Admiral), and by the Pope's representative Fr. Matteo of Oviedo, (who became Archbishop of Dublin in 1601). It comprised some Italian soldiers and adventurers paid for by the Pope, notably Hercules of Pisa, and some Spanish and Basque former military men paid for by King Phillip.

Sebastiano di San Giuseppi of Bologna, alleged to be colonel although he had little military knowledge and less honour, was in command of the expedition. Dr. Saunders, the Papal Legate, in his report to Rome from Desmond's camp said of San Giuseppi: 'for three years he preyed on the vitals of our sacred cause, being avaricious, effiminate and arrogant.'

The expedition left Santander about 12th August, 1580 and De Recalde was the 'admiralle'. After about 15 days voyage they made landfall at Smerwick Harbour, and occupied Fitzmaurice's old Castell dell Oro. There they were joined by some of Desmond's men, and by 'O'Flaherties of Mayo, about 200', who left after a month, being recalled to face trouble at home. Granuaile is said to have tried to ferry Galloglai from Scotland and Donegal, but failed.

Recalde sailed his galleon and all but two ships back to Spain on October 3rd, bringing with him two hundred soldiers and Fr. Matteo of Oviedo, (who brought a book of complaints against San Giuseppi back with him). With Irish adherents and remnants of the previous expedition the force is said to have totalled seven hundred. Rev. Dr. Saunders the Papal Legate carried the Papal Flag in procession into the Fort, but he left again and joined Desmond before Lord Gray arrived with the English Forces. The artillery was poor, six guns comprising two demi-culverins and four sakers, but they had six months supply of food, with arms for 4,000 and 'a good store of gold and silver'.

Meanwhile the English had been aware of the possible arrival of the second expedition. Manuscript sources related in July that 'the Pope's forces are expected; victuals to be sent to the Admiralle; the victuals landed at Waterford are bad; the Spanish gallie both argue some forraine intent, victuals to be sent to Castle Mange (Castlemaine - the Crown's forward base in Kerry) but Admiral Winter's fleet had left the Kerry coast earlier for a refit. Now he was swiftly sent back again, but was too late to stop the landing. The new Lord Deputy Arthur Grey, Earl of Wilton, had arrived at Howth on August 12th and gathering forces set out from Dublin but had a bad defeat in Glenmalure at the hands of James Eustace, Lord Baltinglas. The FitzEustaces were allied to Desmond. Grey swore revenge, and ordered all

English and pro-English forces to converge on Kerry. Thomas Butler, Earl of Ormond was one of the latter.

Lord Justice Pelham gathered troops from Leinster and Connaught and mustered at Limerick. Some accounts place Ormond as first to arrive in front of Dunanoir with 400 men after victualling Castle Mange. He received a sharp fusilade and retired. Lord Grey didn't wait for all his mustered troops but dashed to Dingle and arrived at the fort with about 1,000 men at the end of October, 1580. With him were Captains Walter Raleigh, Edward Denny (Grey's cousin), Sir John Zouch, Mackworth and Achin, James Wingfield (later Lords Powerscourt), master of the Ordnance and others. They called the place "Downy Nore" and wrote "Down Enoyr" in their reports. It is interesting to note that while Grey called the Dunanoir force an undisciplined rabble his own forces were comprised of raw recruits, impressed ex-prisoners and hastily called-up levies. One extant letter, dated 1st May, 1580 from the Mayor of Liverpool to Sir Thomas Cockayne, complained that a draft of 150 soldiers destined for Ireland 'fled without passport, and your aid is desired in apprehension of them'. Lord Grey himself complained of the lack of money and victuals for the troops, 'the garrisons would not remain in some of the places appointed, by reason that their victuals could not be readily conveyed to them'. He wrote 'the peril of Ireland lies . . . in that I cannot put one bit of meat into my mouth nor feed my horses without ready coin . . . and the not over-hastiness of her majestie to afford the supply'. The rigours were beginning to bite, but were not availed of as an ally by the rebels.

These remarks about victuals are relevant in that it was reported that Grey's troops before Dunanoir would have mutinied for lack of victuals, and so the rapid surrender of the defenders was a priority. The historian Camden afterwards wrote 'the English were so destitute of food and clothes that there would have been a riot if they were not relieved with the spoils of the Fort'. Grey, too, evidently heard reports of the poor organisation of 'Colonello' di San Giuseppi. The Spanish Ambassador in London de Mendoza sent a report from his spies to King Philip of Spain 'a captain came to Elizabeth and told her the Viceroy (Grey) after having returned to Dublin (from Glenmalure) with all his force owing to want of victuals and the foul weather had decided in view of certain reports to go and besiege them with 800 English'.

The English fleet, under Admiral Sir William Winter, arrived at Dingle Harbour in late October, 1580, while Lord Grey arrived opposite Dunanoir on 28th October or 5th November. Winter's fleet comprised nine warships, *Revenge, Aid, Tiger, Bull, Lion, Foresight, Achates, Merlin, Swiftsure* and a pilot ship. Due to storm damage *Lion, Foresight* and *Bull* returned to London. He also had five large victuallers. By Sunday, November 6th, Winter completed the blockade and Fort Dell Oro was surrounded by land and sea. Naval guns were landed and the defenders were bombarded night and day for four days. Winter's ships had over 150 guns: 31 pounders, 17 pounders, 9 pounders and 5 pounders to Giuseppi's six or eight small cannon. (Two 9 pounders, two 5 pounders and the rest smaller).

On Sunday November 6th, Winter landed two of his heaviest guns on the slope covering the fort's seaward side. By Monday 7th Grey had four naval guns in a trench within 240 yards range on the landward side at Gortnagan (Knocknagan). By Monday night the garrison's water supplies and fuel for fires in the cold damp weather were exhausted. Giuseppi hoisted a black flag to signal Desmond's forces said to be waiting to attack from the hills but it is doubtful if Desmond was there - at least in force. Desmond had always blown hot and cold through the years.

By Tuesday 8th November the naval guns had been pushed forward in a trench to within 120 yards of the fort. The defenders made four sallies out, the Irish shouting 'Papa Aboo' but were beaten back. On Wednesday 9th Giuseppi had begun to negotiate for terms sending out first his camp master Allessandro Bertoni (a survivor) to parley, which is said to have surprised his own captains, who wanted to fight on. But by this time Grey's shot had set fire to huts in the fort.

The sorry plight in which the defenders now found themselves might have been avoided had they followed James Fitzmaurice's example and gone to Conor Pass or to Glanagalt, a deep wooded valley nearby, and held it until Desmond arrived. Alternatively Giuseppi might have taken Dingle or Kenmare or another port, as Del Aguila did at Kinsale in 1601, with a water supply within the lines. The latter was a strange error for a quartermaster.

The surrender resulted in the massacre of about 600 of the garrison on November 10th which included the Irish and the women, who were hanged; the torture deaths of one Oliver Plunkett, a Drogheda gentleman and interpreter, Father Lawrence Moore and the Papal Legate's valet, William Walsh. Fifteen were spared, including Giuseppi though not the 'chief men' as alleged. Grey's soldiers found in the fort a great store of biscuit, bacon, fish, beans, barley (enough for six months) sundry tools, good store of money, fifty barrels of powder, 200 corselets (body armour) and arquebuses (heavy stand-supported muskets), ammunition and other weapons (pistols and pikes) for 4,000 but no water.

One commonly overlooked and very vital factor in the Dunanoir siege was the naval artillery. It appears that the siege was a successful first test or

trial by the English navy of guns which proved the winning stroke in the defeat of the Spanish Armade eight years later. Admiral Winter had been Master of Naval Ordnance since 1557, and in 1562 had investigated the re-arming of the fighting ships of the line, converting them from poorly gunned marine transports to mobile gun batteries. It was the first test of a new concept of naval warfare and the second test, the Armada battle, was equally successful.

Other factors were the speed to engage, and the offensive spirit which the English brought to bear. Despite the weather, which held back the bulk of the English ships in Dingle, it is significant that one ship, the *Swiftsure* braved the weather and arrived at Smerwick on 5th November. It is notable that it was commanded by Richard Bingham, later to be conqueror and scourge of Connaught, the Burkes and Grace O'Malley. Bingham had been with Spanish ships as a soldier of fortune at Lepanto in 1972 and evidently knew their gunnery. Bingham arrived to meet Lord Grey on his own arrival on 5th November and cut the fort by sea. He bombarded and wrecked the Spanish brigantine, another ship of 80 tons and a newly-arrived Spanish re-supply ship. Next day Admiral Winter himself arrived and completed the blockade and put his new guns to the test, as recounted above.

The most controversial and interesting aspect of the siege and massacre concerns the parley for terms and the tragic surrender. Professor Alfred O'Rahilly analysed the parley in 1937, quoting all the extant sources, and came to the conclusion that there was a double deal. The writer is of the opinion, after further analysis, that there was more to it than that Grey offered clear terms, that in fact he was in collusion with Giuseppi to deceive the defenders, that there was a double doublecross.

Various officers parleyed with Grey for honourable surrender terms, but not Captain Ercole Pisano, the hero of the affair, who tried to pursuade others to fight on. Furthermore the accounts of those spared are suspicious, while there seemed a certain unease in the accounts of Spenser and other English officers.

What might have happened is that Grey and Giuseppi connived together, that Plunkett knew this and an effort was made to silence him, and that Grey agreed to spare Giuseppi and a selected few if the latter went back and said that terms were offered. If so, as seems evident, both were grossly guilty of lying and breach of faith. Then followed the massacre, on the eve of Saint Martin, 10th November, 1580. To Father Moore life was offered if he became a Protestant. He choose a martyr's death, had his fingers and thumbs cut off before his legs and arms were broken in an army forge, as were Plunkett's and Walshe's. Then, before death, all three were slung up 'for a night and a day' for target practice by musket shot. The Irish men and women, were hanged. And when the Italians and Spaniards were marched in again, having deposited their arms and armour outside, Captains Raleigh, Mackworth, Denny and 'Vice-Admiral' Bingham were sent in with two companies, each man to hack and cut three of the garrison by sword and pike. They spent a day straightening and sharpening their weapons afterwards. It must have been a gory business from which few could have escaped mentally whole. Raleigh's presence was later doubted by Anglo-Irish historians - a naivety which would have made him blush if he could - but local tradition is strong. The warning 'Cughat an Rawley', 'I'll send Raleigh to you', was threatened on recalcitrant youngsters in the peninsula. For many years the torture of the three and the hanging of the women was hidden by Grey but it came out when the State Papers were calendared.

The fifteen spared by Grey, and specially selected by Giuseppi, were sent to one of Elizabeth's castles near London under newly knighted Sir Edward Denny, who got a castle in Tralee and 6,000 acres there. Its widest street is still called Denny Street. These spared were kept for ransom for three years, the sum finally agreed on was £3,000. Bingham said the massacre was the unauthorised act of unlicensed soldiers and sailors - trying to shift the blame from Grey.

Some authorities, (but not the Irish), say that the fort was 'strong by nature and by art'. Giuseppi blamed a local 'Macamur' for being 'slow and negligent in providing timber and mortar - so that the fort was not half completed'. 'Macamur' is reported to have betrayed the plans to Grey a week before the siege began.

Admiral Winter was said to have been shocked by the slaughter and to have granted protection to a few alleged to have escaped by swimming. Queen Elizabeth commented that a principal should receive punishment before an accessory, and expressed her joy that God hath chosen Grey as the instrument of her glory. She was inclined to niggle that Grey did not submit the issue to herself 'for judgement'. Anglo-Irish historians tried to excuse the massacre and Westropp wrote: 'the next invaders came with proper credentials and there was no repetition of Smerwick at Kinsale. The frightful story of the Desmond Rebellion is better worth horror and censure than the slaying of a band of desperadoes.'

Lord Grey de Wilton, besides having had revenge for his defeat at Glenmalure, vented his spleen against the Pope and lectured Giuseppi during the parley; 'His Holiness is a destable shaveling, the right antiChrist and general ambitious tyrant over all right principalities and patron of the diabolica fede'.

On this 400th anniversary of the deaths of the brave defenders of Dunanoir we salute their stand.

SOME FRENCH CONNECTIONS

Brian Quinn

THE links between the Defence Forces and the French Armed Services go back to the Foundation of the State. This becomes abundantly clear from an examination of the Archives of the French Foreign Office in the Quai d'Orsay in Paris.

Some years ago, in the company of the Dom Mark Tierney, O.S.B., the distinguished historian of Glenstal Abbey, Co. Limerick, I examined the documents in the French capital.

A volume of the series Europe 1918-1929 is devoted to Army and Navy affairs. The documents are by Monsieur Blanche, the French consul in Dublin, Marshall Foch and General de la Panouse. Foch was Minister of War and de la Panouse was French military attache in London.

There is in the volume a letter from General J. J. O'Connell, second in command of the Army in 1922. According to a letter from Foch to Poincaré, the Foreign Minister, dated January 28, 1922 'General O'Connell, when passing through Paris, called at French Army Headquarters and advised them officially of the intention of his government to approach the French Government for help in organising and instructing the Irish army. It is envisaged at first to send 12 Irish officers to attend French military schools and, eventually, to send to Ireland a number of French army personnel to advise on artillery, tanks and aeroplanes'. The French were not too happy about this and suggested that the Swiss might undertake this task for the present.

The French Foreign Minister was very careful in his reaction to this. He wrote to Foch saying that: 'We shall do nothing without first consulting the British authorities. We shall wait however until a more official approach has been made to us by the Irish Free State Government.' (February 2, 1922) Poincaré wrote to M. Blanche in Dublin advising him to keep the matter secret and he wrote to the same effect to the French Ambassador in London, M. Saint-Aulaire.

General O'Connell maintained his contact with the French military authorities during the summer and autumn of 1922.

It is clear from the Archives that the Free State Army was trying to pick the brains of the French Army to get some solution to the problem of winning the Civil War.

Blanche wrote to Paris on behalf of General O'Connell on October 31 1922 asking for details of the French Army manouevres at Coetquidan. The French did not reply until the British Army had finally left Dublin on 6 December 1922.

The documents came into the possession of General O'Connell. They had been drawn up by General Maginot and were acknowledged by General O'Connell in a letter written from the Curragh on January 1, 1923. Writing in English he said: 'I have received the Themes of the Manoeuvres de l'Ouest which you so kindly produced for me together with the map, without which I should have been at sea as regards details of the operation.'

General O'Connell was also interested in the latest French artillery ("le nouveau canon à longue portée"). However, the French were not forthcoming on this matter.

The French military authorities also provided the Free State Army with accurate information regarding the whereabouts of the British forces in Northern Ireland. At the same time the French military attache in London was sending detailed reports to Paris on the strength and condition of our army. There is a full account of the ceremony at Windsor on the occasion of the standing down of the Dublin Fusiliers, Leinster, Munster, Royal Irish Connaught Rangers and South Irish Horse. M. Blanche remarked that 'this is a significant gesture marking the end of a long record of service in the British Army by Irish regiments. It is clear that the Treaty envisages the Irish Free State having its own army and that no longer will Britain be free to recruit soldiers for the Empire from within the 26 counties (June 13, 1922).'

Blanche also reported on a 'commemoration parade on the occasion of the anniversary of the deaths of Griffith and Collins in Dublin. Compared with previous military parades this one was extremely well organised and is an indication of the progress made by the newly organised Irish Free State Army. The Irish army has evidently come of age and is a force to be reckoned with' (Aug. 17, 1925).

Then there is a cautionary note. General de la Panouse in a report to the French Foreign Office asks: 'Why is the Irish Army such a large force. What would be its attitude in case of a general European War or if the Empire needed help. Would it remain neutral?' (January 29, 1926). In March 1926 M. Blanche passed on a request to Paris for information about a Renault armoured car which the Irish Army was thinking of buying.

A month later the Minister for War in Paris sent the information directly to the Irish Agent for Renault cars (Mr. Dempsey): '86,400 francs with mitrailleuse but without camion, 82,800 francs without machine gun and without trailer.'

There are also letters in the Archives relating to the possibility of our buying French aircraft, for the proposed Irish Air Force, warships for the Irish Navy and French type helmets.

There is a great deal more and all that is required is time and patience and a knowledge of French.

For a military historian there is a mine of information about the Young Ireland Rising and also much about military and police activity in Belfast on July 12, 1896 and, of course, 1916.

It should be noted that France had a Consul resident in Dublin from 1800. He was sent directly from Paris and all the consuls sent weekly reports to the Quai d'Orsay.

The officials in charge of the Archives are anxious to help and are delighted to see and welcome Irish visitors.

The French Ambassador, M. Jaques Dupuy, was most helpful and arranged all the introductions for myself and Father Tierney.

It would be of great value to the Army Archives to study the French sources in depth and by so doing underpin still further the links between the Irish and French soldier.

O.N.E. 29th Convention

The above was held on Sunday June 1st in Collins Bks. Cork. The ONE is an organisation which performs a very important function - it tries to alleviate the distress of ex members of the Defence Forces who are ill, house bound or impoverished. This is a function which is carried out very capably by the British Legion for ex-members of the British Forces. In addition to its Samaritan work the organisation provides a forum where old soldiers, many of whom have dedicated their entire working lives to the army, can associate and maintain their traditions and sense of identity. Indeed tradition honour and loyalty are hallmarks of the organisation whose motto is 'Cuimhnimis' - 'Let us remember'.

It is certainly time that those of us who are still serving remembered them. It is very difficult for the ONE to give financial assistance of ex servicemen as their funds for such activities are practically non existent. We can all repay a little of the debt we owe them by contributing a small amount.

To: Treasurer, O.N.E., ONE Hall, Brown St., Cork.

NCO's PROMOTIONS - MAY

Rank	Name	Unit	Rank promoted
R/S	O'Flaharta, S.	1 Inf. Bn.	BSM
Sgt.	Bradish, W.	CC AHQ	CQMS
Sgt.	Woods, R.	15 Inf. Bn.	CQMS

ATHLONE SPORTSTARS

The recent Athlone Sportstars awards were sponsored by P. J. Carroll & Co. Among those who received awards were Sgt. Tom Jinks, Pte. David Reddin and Mr. Turlough O'Connor, formerly of the band of the W/Comd.

Sgt. Tom Jinks 6 Inf. Bn. won his award for squash although he is equally proficient at basketball, Volleyball and handball. In addition to his sporting distinctions he is an all Army shot, both notice and senior individual rifle in the same year! He can also be seen at the RDS each year as he is the Staff Major of the combined Pipe and Brass Bands.

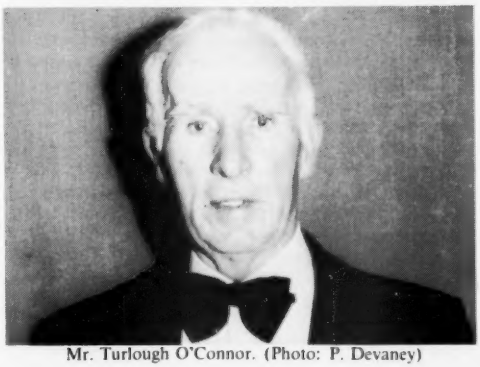
Pte. David Reddin, 4 Garr. S&T won the Pitch and Putt award. David plays with the Athlone Club of which his father, the late C/S Danny Reddin, was such a prominent member. Pte. Reddin won the juvenile player of the year award in 1976 and two major awards in 1978, the PMPA local competition and the Danny Reddin Memorial trophy. In 1979 he was on the winning team in the Intermediate Scratch Cup in Newbridge, Co. Kildare. In 1979 also he won the Offaly/Westmeath Intermediate Strokeplay Championship and was runner up in the Club player of the year award.

Mr. Turlough O'Connor received the Hall of Fame award. His family has had links with many of the great Western sporting personalities throughout the years. These links are maintained today by his sons, Turlough Jnr. Manager of Athlone Town FC and Padraic and Michael both of whom play for Athlone town. His own sporting record is impressive with a total of 8 All Army basketball Titles. In 1947 he was a member of the Custume Bks. team which won the Grand Slam of Irish Basketball - the All Army Championship, Inter County Championship, Inter Pro Championships and the All Ireland Club Championship.

In the same year he was a member of the Irish team to play the American forces and in the following year was on the Irish team in the London Olympics.

Pte. David Reddin. (Photo: P. Devaney).

Sgt. Tom Jinks. (Photo: P. Devaney).



Mr. Turlough O'Connor. (Photo: P. Devaney)

BACKGROUND ACTION

Fl. Sgt. S. Curran.
Tech. Wing HQ. Air Corps.

A whistle! The sorrowful two tone appeal of the Scout whistle. The shrill electric blast of the standard referee's whistle with the mad pea inside. It depends on who is 'ON'. These sounds reach into the privacy of your personal dream world and make you gradually aware that there is some outside influence trying to communicate something to you. A tiny word begins to form in your mind's eye and you watch it get bigger and bigger as the whistling noise gets louder and louder and all too soon you resentfully recognise what the word is and what it means. The word is REVEILLE and it means 'GET UP'.

6.45! A time that most people associate with after tea, and certainly a time that very few people see on the clock face twice in the one day, but to us, it's simply the start of another day. For the minute or so that you allow yourself the luxury of basking in the semi-awake and semi-asleep state, you are comforted by the rhythmic sound waves of the central heating system water pump as it drones on and on and with each successive drone, your eyelids become heavier and heavier and heavier and you're under. In the next few seconds you have recreated the 'sets' for 'Gone with the Wind', 'War and Peace', 'The Sound of Music' and you are just about to put the finishing touches to your own production of 'The Ten Commandments' when you suddenly realise that there is someone standing at the foot of your bed and demanding in no uncertain terms as to "What the bloody Hell you're doing in bed at this time of the day?" That was the Orderly Sergeant of course. Fortunately he's in a good humour. He's on the payroll this week for an extra £150. There's very little an apprentice doesn't know in this unit. You know, it's a terrible thing to feel like a hundred and fifteen year old when you swing your legs out onto the floor and the rest of your body reluctantly follows. Standing up is the next achievement, then the ecstasy of a bone dislocating stretch coupled to a cavernous yawn complete the getting up ritual. Things are beginning to move. The big water cistern in the attic is desperately fighting a losing battle trying to keep itself 'topped up' as more and more taps get turned on in all the other rooms in the Hostel. That's what we call the building where we live. It's a biggish place with five main corridors, two upstairs and three down. The main corridor leads to the Dining Hall. It's slightly wider and longer than the others as most apprentices know only too well! The other four corridors have rooms or bunks as we call them. In all, there are 38 such bunks occupied and each bunk has two people living in it. There are other rooms used for TV, recreation, stores, bathrooms etc.

It's a bit of a trick, but after a while you instinctively develop a mutually acceptable routine where for instance, **you** wash and shave (God between us and all harm) first while I make up my bed and half dress myself and then it's my turn to wash and shave (Gbuaah), half dressed, while you make up your bed and dress yourself fully which only leaves me to get fully dressed . . . did you follow that? One way or the other, we both emerge fully dressed for breakfast and it's still only 7.10. Sometimes it's a little bit later but I was told not to mention that because it only allows the human element to creep in and there's definitely none of that here (so I'm told!). There must be some sort of stigma attached to porridge. Nobody admits to liking it, yet it's devoured when it's served up. I'm not sure what it is but it's not too bad when you get it only twice a week - the porridge! The other times, it's the good old stand-by cereals which give you Cancer and Colic and Club Foot (if you go by what they say in the papers). Anyway the breakfast is settling inside you with a warm glow at this stage (7.30) when you hear the 'jobs' being called. Now what is he talking about you might say. Well, jobs is what they are. The Dining Hall, Kitchen, Wash-up plus a few more. You see, we're a self sufficient unit so we have the responsibility to do our own clean-ups. There are so many of us to put on each of these jobs and they remain our responsibility for four weeks or thereabouts. Then hopefully, when the change comes, you might find yourself on an easy job like a corridor or a recreation room. All jobs are required to be finished by 8.30 which includes all the corridors, landings, bathrooms, stairs, externals front and rear - my God, it goes on and on and incidentally, has done since 1936 when the first apprentice class set the foundation for the traditions which Hallmark the Air Corps Apprentice to the present day, forty four years later.

Our bunks are being inspected now so I'll have to remain very quiet, stand perfectly still and have my locker doors open (drawer pulled out). "Sink could be cleaner, dust on the lampshade, beds could be folded neater, the mirror is dirty, the floor needs polish, which of you owns the 64 pager? Get it out of sight etc. etc. Rave and rant . . . but we passed. Now for the next hurdle - the Parade. The 8.45 call for 'On Parade' is dramatic. Normally there's a two second silence followed by the soft rumbling thunder of heavy boots pounding the linoed corridors as the Juniors (1st yr.) and the Seniors (2nd yr.) spill and tumble down the stairs and swirl

(Continued on page 179)

AUTUMN EXERCISES, 1940

Lt. Col. M. T. Duggan, Retd.

RECENTLY, in one of the daily newspapers, Col. Dan Bryan and Mr. Terry De Valera - with other correspondents - have been exchanging views on the state of the country some forty years ago. Having served through that period I would like to add my reminiscences to what has been written on the subject.

In the autumn of 1940 the 11th Inf. Bn., with attached units which included the 10th Field Battery, 2 Field Eng. Coy. (-) Mil Police and Medical Detachment, was stationed in Gormanston Camp. However, as was the practice at the time, elements of the Bn. were located at Castlebellingham, Drogheda, Black Castle House, Navan and Stackallen near Slane. One could say that the Bn. was keeping a 'watch on the Boyne'. As a 20 year old 2/Lt. I was stationed in Black Castle with the right section of the 10th Bty. under command to a platoon of the Bn. commanded by 2/Lt. Joe Moylan (lately mentioned in connection with the oil crisis).

In late October or early November a major exercise was held under the direction of O/C 2nd Brigade, Col. Michael Tuohy, in the general area of Drogheda to Navan. To the best of my recollection the disposition of the 11th Bn. was in the general area of high ground running west from Laytown to Duleek, with Companies holding the high ground Bellewstown-Donore-Duleek. In support, amongst others, was the 10th Field Battery, armed with 18 Mk IV's towed by 4 x 6 cylinder Dodge Trucks.

As the senior subaltern of the Battery I manned the main and only OP on the high ground west of Bellewstown Race Course and overlooking Duleek and places North. There I spent the day from very early morning, accompanied by my BCA (now known as an OPA or Bty. Surveyor) a signaller who, with a fair amount of success, maintained communications by line with a field telephone of WW1 vintage. At some stage in the afternoon we were visited by the BC, Lt. J. J. Nolan, and the Field Artillery Battalion Commander Comdt., now Maj. Gen. R. J. Callanan. At about 16.00 hrs. we were withdrawn from position, the exercise concluded and we returned to Gormanston very tired, very hungry and not too sure of what it was all about. Evelyn Waughs 'Put out more Flags' had not at that time beçome compulsory reading for C/S students!

The reader may ask at this stage what has all this to do with letters between Col. Bryan and Mr. T. De Valera. It is the prologue to the main act. About the 20th December a new officer, 2/Lt. Nickey Farrell, arrived in Gormanston as a Sector Officer in the 10th Battery having come from that great seat of Gunnery the Artillery School. In the early hours of the morning of the 21/22 December a call came to 'prepare to move'. The evening before had been fraught with the usual rumours about 'Stand To', 'Move-outs', and questions covering the comings and goings of Bty. Cmdr. and Staff to Bn. HQ. At this stage I should mention that the Bn. Cmdr. was Col. Joe McGuinness, 2 i/C Comdt. Jim Harpur, Adj. Capt. Hugh Murphy and Q/M Capt. Charlie Cannon. Amongst the Unit Cmdrs. were Capt. M. Feehan, Capt. M. J. Burke and Capt. J. Nugent. The O/C of the Gun Company, as they then liked to be called, was Comdt. J. O'Meara. Another member of the Bn. Staff was a man who has become a legend in his own lifetime Captain Christy O'Toole, Transport Officer. The Fd. Engineer Officer was a Lt. Armour.

Having been roused at around 4 a.m. we were given a general outline of what was going on. 'Have everything packed and loaded including ammunition', which had to be loaded on to the Gun Trucks as the limbers had been discarded at this stage and did not make their reappearance until the arrival of the Morris Six Wheelers and the Quads (GTV) in 1941, Field Cookers. I remember that the Battery was drawn up near where the Canteen and Dining Halls are now located. In regard to destination I was under no illusion but that we were moving northwards and would go into position somewhere between Annagassan and Collon, an area over which we had carried out a whole series of exercises during the month of July and August with different companies of the Bn. We were thoroughly familiar with all suitable OP and Gun Areas but as our sole shooting map was the OS½" to 1 mile the matter of Orientation and Fixation would certainly have caused problems. In those days we ranged on the B/T line, a much more difficult and complex system for the OP officer than the present day O/T system. However as one who always believed and taught that once you had a round on the ground you were in business. I am sure that we would have acquitted ourselves well if only for a limited period.

As early morning became day, and as day lengthened into evening, boredom set in. We were allowed to retire to our beds without really knowing what the morning would bring. This situation lasted into the next day, and eventually orders filtered down that we could put back ammunition and stores, though guns and transport were left together. Out of this came the decision of placing the Camp and Units on 'Stand To' for the Christmas period to our dismay, and particularly that of the married personnel, most of whom were volunteer soldiers drawing the sum of 6s 2d (old money) per week, an allotment of 7s (the balance of their weeks pay of 13s 2d) being sent to their wives.

In fact many went absent over the period, some never to be seen again.

A story is told of the period. A group of intending absconders were admiring a gap in the fence near the Range Road area. A well dressed, large sized gentleman in civilian attire approached the gap and enquired from those standing there 'what were they doing and were they going through it'? Loud exclamations of 'No Sir not at all.' 'Well then' said the gentleman who was on his way to Leopardstown races 'would you mind standing back and let one who is.,

Another story concerns a Battery in the Curragh area suddenly discovering that instead of having a 100 rds of 18 pdr amn. they were the proud possessors of 100 rds of 4.5!

One last happy memory of those few days or to be more correct Christmas Day itself. The Commanding Officer decided that the married officers, who so wished, could bring their wives to the Christmas Dinner. This generous offer was accepted by many and it was most enjoyable. It was the long distanced fore runner to what is now the order of the day at Christmas time.

One story had it that a German invasion was imminent somewhere in the S/E, possibly Youghal/Ballycotton area, and that if this happened a Force from across the Border would come Southwards to assist in repelling and/or containing the invasion. The vehicles of this force would be suitably decorated by flying the tricolour.

The other story, of course, was one that was trotted out in all such 'Stand-To' occasions, even at the later stage of the American Note in February 1944, to wit, the seizure of the ports. However, history now records that neither took place.

One is reluctant to arbitrate between two such impeccable sources of information, but for those of us young and full of life in those far off days occupying of the Defence Line from Annagassan Westward means one thing only.

May I conclude with one query for Col. D. Bryan? Did the creation of 1st and 2nd Division, plus 5th and 8th Independent Brigades, in May/June 1941 come with the creation of Field Forces HQ which was located at Ratra House, or had it been in operation before and during December 1940?

No matter. They were great days with great officers, NCO's and men.

BACKGROUND ACTION . . .Contd. from page 177

out from the corridors passing through the front door to 'Fall In' outside. The only thing that suffers is the ageing Hydraulic door damper pumping and wheezing at every successive opening and closing.

Everyone is outside at this stage and the little water pump goes on and on pushing the hot water through the radiators and keeping the entire building temperature just right for the occasional Busy Lizzie and Cactus that can be seen peeping out through the window to see if any of us are checked on the parade. I was lucky and passed that inspection too. Some weren't so lucky so they have to report for extra jobs after tea in the evening.

At nine o'clock, we're in our classes (we have to march to and from them). Some of us are doing the Alouette Helicopter course while others do the Fouga CM170, Cessna/Marchetti or Kingair/Dove courses. We also do Maths, Technical Drawing, Workshop Practice (like at home in the Tech) and of course everybody's favourite - Science. By the time you absorb most of these things into your brain there isn't much time left in the day and suddenly you find yourself sitting down to tea. To be fair though, we did get our dinner at 12.30 and we did our clean-up after. We resumed classes at two o'clock and carried on right through to 4.30. Enthusiasm sometimes carries us on to 4.31. It's nice to take it easy after tea. Well, there's no great push to get the jobs done in a hurry like the morning and midday times when you must be finished in time for classes.

The atmosphere is much more relaxed in the evenings and depending on which evening it is, you could be doing a variety of things which, if I mentioned even half of them, you might think I was only spoofing! Actually, to really get an idea of the 'normal' run of the place, you would have to pass through the Apprentice Training Course as an Apprentice and live (?) for two years in the Hostel and be subjected to all the happenings and vagaries which are so varied from day to day . . . How about it? At 10.30 we're told to go to our own rooms. (This is the normal time), and we have thirty minutes to 'Lights Out'. Everybody will be on the ball tonight because we're getting our monthly long weekend at the end of this week and nobody is going to jeopardise his privileges. It's great to get into bed and have time for a bit of a read . . . now where did I put that 64 pager? When 'Lights Out' is called, there is a brief intense battle of wills to see who gets out of bed to turn out the light, but it always gets turned out. The darkness is all around now. There is no whispering to one another until you hear the footsteps of the guardian Orderly Sergeant receeding hollowly down the corridor. You lie there completely warm, relaxed and secure thinking about everything and anything, trying to develop some good theme for a dream when you hear: "Are you awake" from from the whispering snake over in the other bed. "I am, are you". The standard answer/question which precipitates the mini debate about Religion, Sex, Politics and why your man is on the payroll for an extra £150 this week. "He's what! Signing on for another three years!" Shhhh, He'll hear you and then we'll be in trouble." The discourse gradually develops ever increasing gaps of silence until all that is heard now is the ceaseless drone of the water pump insidiously drawing your

(Contd. overleaf)

Where are they now? - Series No. 7

Sgt. Billy Norton

Lt. Jim Collins Army Champion of the 1930's

SINCE the formation of the Army Athletic Association in April, 1923 the Army produced many outstanding athletes who made their mark in International Competition. In the early 1930's one man who was seldom out of the sporting limelight was Lt. Jim Collins, a brilliant sprinter in his day, he became prominent in 1930 when winning the Army senior 440 yards and 880 yards Championship. In the former event he established a record which was to last for 15 years, eventually being broken in June 1945 by Lt. B. Cassidy, Curragh Command. A former U.C.D. student, Lt. Collins was born in Drogheda, Co. Louth in 1909. He joined the Army in June, 1930 and served with the Ordnance Service, in Clancy Barracks. In the National Championship of 1935 which was held in Kilkenny he was Runner-up and a year later on the 28th of June in Clonmel he beat the 1935 Champion J. C. King of Civil Service A.C. and the 1936 100 and 200 yards Champion F. J. Moran, City and Suburban A.C. In July at Portlaoise he captured the Leinster 440 yards Championship and helped his native County to win the Leinster Championship. In August at a sports meeting held in Garristown he won all major prizes including the 220 yards, 440 yds, 880 yds, long jump and high jump. The Army Metro man was one of the most outstanding Irish Athletes of 1936. With such great Athletes as Lt. Collins, what a pity Ireland was not represented in the Olympic Games in Berlin. At the U.C.D. annual sports in College Park on Saturday 23rd of May, 1937 he won the 440 and 880 yards open Championship. In June of the same year at the Army Grounds he won the 440 yards Hurdles and the 440 yards flat in winning the former event. Lt. Collins beat the Decathlon Champion, the famous Pte. Jim "Bugs" Moran of McKee Barracks Coy. and in doing so he established a record which was to last for 10 years.

The Ordnance Service in which Lt. Jim Collins was a member won the All-Army relay race from 1935 to 1942 a total of 8 years, and in 1938 established a record and after 42 years the Ordnance Service team still holds the record.

Lt. Jim Collins.

Lt. Collins retired from the Army on the 27th August, 1945. He was All-Army 440 yards Champion in 1930/31/34/35/36; 880 yards in 1930/31/36 and 440 yards Hurdles and 440 yards flat in 1937. It is over 40 years ago since he captured the sporting headlines but like so many other Brilliant Army Sportsmen of those halcyon days he can look back on his achievement with pride and satisfaction. He carried the colours of the Army Athletic Association with distinction, in that Golden Era.

BACKGROUND ACTION . . .Contd. from page 179

mind down, deeper and deeper into the rich folds of sleep where it's exquisite comfort is matched only by the plush executive upholstery of the limousine in which you are seated. Destination 1600 Pennsylvania Avenue . . . The White House. It's time to rule the world before the whistle blows again.

Reflection

If a child lives with criticism, he learns to condemn. If a child lives with hostility, he learns to fight. If a child lives with jealousy, he learns to feel guilty. If a child lives with encouragement, he learns to feel confident. If a child lives with praise, he learns to be appreciative. If a child lives with approval, he learns to like himself. If a child lives with honesty, he learns what truth is. If a child lives with acceptance, he learns to love. If a child lives with security, he learns to have faith in himself and in those about him. If a child lives with friendliness, he learns that the world is a nice place in which to live. If a child lives with Christ, he learns the meaning of his existence. (Dorothy L. Nolte, "Living Scrolls").

EASTERN COMMAND

The Army team which won the recent Army v's Garda Gaelic football match. *Back Row L/R:* Lt. J. Murphy CTD(E), Lt. J. Kelly USAC, Capt. D. Early ASPC, Lt. D. Bergin USAC, Lt. D. McCarthy Air Corps, Capt. M. McGrath 21 Inf. Bn., Lt. J. Byrne 6 Inf. Bn., Capt. J. Courtney GTD(C). *Front Row L/R:* Capt. M. O'Connor 5 Inf. Bn., Lt. M. Moloney 2 Inf. Bn., Lt. A. McEntyre Air Corps, Capt. S. Kilbride (Capt.) W/Comd. HQ, Capt. B. Dooley AHQ, Lt. P. O'Riordan USAC, Lt. T. Shaw 2 Fd. S & T. (Photo: Garda Press Office).

Comdt. P. J. Kiernan receiving a presentation from Col. W. A. Ringrose in the officers Mess, Clancy Bks. Comdt. Kiernan, who has retired, was commissioned in 1951. He served in the 2nd, 3rd, 4th, 5th and 28th Bn's, a number of staff appointments and latterly as Camp Comdt. Clancy Bks.

Lt. P. Dermody ASM, with Inspector T. Boyle, Garda Band and Mr. Frank Patterson, at the presentation of Platinum Discs for sales of almost 100,000 copies of 'Pope John Paul in Ireland'. Profits from the record, amounting to £75,000, were put at the disposal of our Lady's Hospital for sick children. (Photo: Garda Press Office).

Comdt. J. P. Clune, Officer Commanding, making a presentation to the Director A.M.C., Col. L. P. O'Toole, on behalf of the 11th Field Medical Company, marking the Director's retirement.
(Photo: Sgt. A. Reinhardt)

Director A.M.C. Col. L. P. O'Toole, presenting Director's Shield to Capt. J. H. Briscoe who received it on behalf of unit members of 11th Field Medical Company.
(Photo: Sgt. A. Reinhardt)

WESTERN COMMAND

4 Fd. Signal Company Athlone, winners of Novice Competition at Western Command Orienteering Finals at Kinnity Forest. *Front Row L/R:* Cpl. D. McMonagle, Sgmn. N. O'Donovan, Sgmn. M. O'Connor. *Back Row L/R:* Lt. R. Fives, Team Capt. Sgmn. M. Geeshan, Sgt. P. O'Donnell, Sgmn. A. Davis. (Photo: P. Devaney).

Cpl. T. King, RWA, Best Player in the records indoor Soccer League. (Photo: P. Devaney).

6 Inf. Bn. Team, winners of Inter Relay Competition and Breoffy House Trophy at Western Command Orienteering Finals at Kinnity Forest. *L/R:* Sgt. Paddy Dolan, Sgt. John Touhy, Cpl. Michael Lynch, Cpl. Lynch was runner up in Senior Individual Competition. (Photo: P. Devaney)

Comdt. M. Lohan receiving a presentation on the occasion of his retirement from the Defence Forces after 31 years service. *L/R:* Lt. Col. P. Dixon, E.O. 4th Inf. Bde., Brig. Gen. L. Hogan, G.O.C. W. Comd., Comdt. Lohan and Col. P. O'Suibhne, O.C. 4th Inf. Bde.

Pte. A. Feehan Best soldier at the recent Passing Out Parade at Custume Bks., Athlone. (Photo: P. Devaney).

Western Command Gustaf Team Champions 1980. 1 Cn. Cois. *Front Row L/R:* Pte. M. O'Shaughnessy, C/S M. Lafferty, CQMS D. Flynn, Sgt. C. Egan. *Back Row L/R:* Comdt. P. Keogh (Team Capt.), Comdt. D. Taylor, Lt. Col. S. Murphy, OIC 1 Cn. Cois. (Photo: P. Devaney).

SOUTHERN COMMAND

Comdt. W. Murphy receiving a presentation from the PDF Staff of E Coy. 13 Bn., on the occasion of his retirement after 40 years service with the FCA. *L/R:* Cpl. J. Hassett, CQMS E. O'Reegan, Pte. E. Corcoran, Comdt. Murphy and Cpl. J. Flynn. (Photo: Cpl. P. O'Donovan).

Comd. H.Q. team winners of the S. Comd. Hurling Championship held recently in Murphy Bks. Ballincollig. (Photo: Sgt. M. Toomey).

Capt. D. Aherne receiving the S. Comd. combined Weapons Cup on behalf of the 1st Motor Sqn. from Brig. Gen. K. Nunan, G.O.C. S/Comd. (Photo: Sgt. M. Toomey).

Sgt. J. Byrne, 1 Motor Sqn. winners of the Senior Rifle Individual Championship S. Comd. receiving his trophy from Brig. Gen. K. Nunan, G.O.C. S/Comd. (Photo: Sgt. M. Toomey).

Sgt. J. Purcell who recently retired from the Defence Force after 21 years service receiving a presentation from Comdt. P. Cobbe, O.C. 1 Fd. S&T. (Photo: Sgt. M. Toomey).

Instructors on recent recruit course, *L/R:* PO C. Coleman, LS P. McNulty, PO T. McSharry. (Photo: Cpl. P. O'Callaghan)

CURRAGH COMMAND

Col. H. Crowley with his newly Commissioned son Henry in the Curragh. (Photo: O. McCrossan).

Lt. Col. P. Grennan with his son Barry who was also commissioned in the recent ceremony at the Curragh. (Photo: O. McCrossan).

Minister for Defence, Mr. P. Faulkner inspects a guard of honour drawn from the Junior Cadet Class, accompanied by Lt. R. Stewart. (Photo: O. McCrossan)

RTE Radio 2 Disc Jockey Vincent Hanley aboard an Air Corps Helicopter at Kill, Co. Kildare during Radio 2's first birthday celebrations on May 31st last. (Photo: RTE).

Brig. Gen. D. Hurley, GOC Curragh Comd. with Lt. Col. T. Boyle and Lt. Col. T. Ryan, who succeeds Lt. Col. Boyle as OC 1 AA Regt. (Photo: O. McCrossan).

Lt. T. Sheehy with sisters Blandina, Christine and Marie (Photo: O. McCrossan).

WHAT THE PAPERS NOTICE

A BRIDGE TOO SOON

The Corps of Engineers got high praise from the *IRISH PRESS* for their Bridge Building exploits in Co. Wicklow. According to the *IRISH PRESS* version

"A £400,000 bridge was erected in less than an hour in Co. Wicklow by just 24 men of the Army Corps of Engineers, while top brass from both the Civil Service and Industry looked on.

The bridge, the Army's latest acquisition, was assembled onshore and then shoved across the River Slaney to allow three armoured personnel carriers, fully crewed and with a full complement of armaments to thunder across to the cheers of the soldiers and the vigorous hand-clapping of the assembled VIPs. Sgt. Mick Kelly and his comrade Sgt. Sean Coffey had good reason to cheer - the average time for such an operation in the NATO Forces takes 90 minutes and the lads had done it in 55."

If only the Engineers had been around in Michael Dwyer's time - wasn't he the unfortunate who "Swam the Broad Slaney where Ford there was none."

The Engineer's exercise was code-named Longbottom because that was the name of the bright man who designed the Bridge which can be erected in about an eighth of the time required for the better known Baily.

The winner of the Novice Championship of Ireland at Punchestown. Lt. Brian McSweeney on Glenanaar.
(Photo: Horseman Photography)

EMERGENCY - WORLD WAR TWO

Godfrey Fitzsimons of the *IRISH TIMES* went to the Cannes Film Festival and met a man who was thinking of the Curragh. According to Mr. Fitzsimmons

'The British actor and writer, John Clive, who now lives in Delgany, Co. Wicklow, is in Cannes to try to raise backing for a film project with a strong Irish element on which he has been working.

The subject of his research has been the internment camp at The Curragh which was used during the Second World War (The Emergency) to hold combatants, mostly airmen, who were captured in Ireland. Men from both sides in the war were detained there, and during the period the camp held Free French, Czechs, Poles, English, German and American internees. (One American, actually he had joined the Eagle Squadron of the RAF before the US entered the war.)

One former Luftwaffe officer to whom John Clive has already talked is George Fleischmann, the film-maker, but he is also anxious to meet any English servicemen who might have been held in the camp, as well as Irishmen who acted as guards or lived in the vicinity and may have known some of the inmates, who were allowed out on parole during the day.

John Clive believes that the story, which he is called "Emergency . . . World War Two" will have a world-wide appeal because of the range of nationalities represented in it. In Cannes, an American source has made a serious offer for the rights which Clive hopes will be tied up shortly. He insists that the movie must be made in Ireland, not least because he plans that the final third of it will be a chase across the Irish countryside.'

We would refer Mr. Clive to an article by T. Ryle Dwyer (reprinted from *THE CANADIAN*) in this magazine in August 1979. This gave an amount of detail regarding the Camp and its inhabitants particularly from the Canadian point of view. Dr. Ryle Dwyer is also writing a book on the subject so all you Curragh veterans should start polishing up your anecdotes.

Withstanding Stress

Eugene McEldowney of the *IRISH TIMES* in his "Series of portraits of successful people in Irish Life" had as his subject on June 3rd Lieut. General Carl O'Sullivan, Chief of Staff.

According to the Chief of Staff his successful career can be put down to good luck - 'Being in the right place at the right time'. Mr. McEldowney says of him

'He's a modest man, not given to the brash statement which you might expect from a soldier, although underneath you can detect the self-confidence of a man who at age 39 had been promoted the youngest ever colonel in the Irish Army, in peacetime.

Today at 60 years of age, he has attained the highest rank in the Army, and has responsibility not just for our land forces but for the growing naval and air corps, as well.

Yet Carl O'Sullivan might never have been a soldier at all. He had no previous military background - his father was a farmer near Tralee in Co. Kerry - and he says his decision to join the Army was made "on the spur of the moment".

'He was to stay with Southern Command for most of the Emergency and was later to return as officer commanding from 1968 to 1971.

"I was very fortunate at this time for I happened to be posted to areas where there were good commanders, who were prepared to give young men like myself their head. Youth wasn't a drawback and I got promotion quickly."

In the short space of five years, Carl O'Sullivan had four promotions so that by November 1943, he had been appointed to the rank of commandant.

There then followed a wide range of appointments in the next 15 years, which gave him broad experience at both command and staff levels. In January 1958 he was promoted lieutenant-colonel, and the following year colonel.'

On the present role of the Army the Chief had this to say

'At home the Army has been called on "to aid the Civil Power" in a variety of ways - providing cash escorts, Border patrols, explosive escorts. Recently we have been called in to clear away refuse and to operate a transport service during the various strikes. Often we would prefer not to have to do some of these things, but as soldiers we have got to be prepared to perform any task which we are asked to do by the State.'

On his own future?

'And what's he going to do when he retires in a few years time?

"Well you know, I've been a soldier all my working life, and even in retirement I'll keep up my connection through officers' clubs and other associations. I don't think I'll ever leave the Army".'

PAY PARITY FOR ARMY

That was the heading used by *BACKCHAT* in the *SUNDAY INDEPENDENT*. The first paragraph was a little mystifying -

'After a 33-year campaign, the Irish army has achieved pay parity with civil servants. But the only snag is that they have to wait approximately twenty years longer before they get the same maximum.'

The article went on to give the *Indo* version of Army pay rates and the Naval Ranks with which they were equated. It would have been 'highly' informative if they had given the Civil Service appointments with which we had achieved parity, but they didn't get around to that. Maybe in another twenty years.

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PROMOTION PROSPECTS

KERRYS EYE may sound to you like a Bingo Callers catch-phrase but indeed it is not. It is a hard hitting tabloid in Tralee that from time to time has its doubts about the intentions and objectives of the Defence Forces. This is what they thought about you on May 7th.

ARMY TAKEOVER PLANNED?

'It is a frightening experience to find that the phones of large numbers of people have been disconnected without any apparent reason. I am constantly mindful of the possibility that this country might one day be taken over by an illegal army, or indeed by the official army, as was on the cards in the not too distant days when the force was filled with junior officers with no prospects of promotion.'

We wish they would be more specific about those 'not too distant days'. Have we missed something?

IN MEMORIAM

A sad ceremony at Collins Bks. reported by the *CORK EXAMINER*. It was the unveiling of a monument near St. Michael's Church to the memory of the five young soldiers accidentally killed by an explosion in the Glen of Imaal three years ago. Is it really three years since that tragic incident during the mortar shoot? It must be because Vincent Power reported on the unveiling of the five limestone pillars -

'On the third anniversary of the Glen of Imaal tragedy, the special sculpture was unveiled before a distinguished gathering by Army Adjutant General William O'Callaghan, a native of Mallow, Co. Cork.

The close positioning of the stones symbolically suggests unity and comradeship and limestone represents the natural and rugged terrain of the Glen of Imaal. A radiating pattern which runs along the outside of each stone is said to be symbolic of the explosion itself which brought instant death.

The Adjutant General expressed his personal sympathy to the families of the deceased and highly commended the sculptor of the monument - Mrs. Ann Dineen (nee Hennessy), daughter of Lt. Col. S. Hennessy, Adjutant, Southern Command. Mrs. Dineen is a graduate of the Crowford School of Art in Cork.

Funds for the work came from soldiers from the 4th Battalion and other units.'

DFAA Fixtures

Angling - 19/22 July - Cobh

Military Water Sports Week

8/10 July - Athlone to include

Sub Aqua
Sailing
Canoeing
Swimming
Rowing

THEY ALSO SERVE

We are not sure if the following from the *Irish Times* should be filed under RIPLEY, *The Guinness Book of Records* or BARON Von MUNCHAUSEN.

'Not all Germans have abandoned that quality which used to be a national characteristic - a sense of duty. A private soldier in Bavaria spent two nights and three days on guard in a sentry box at a windswept bridge - forgotten by the guard commander. He did not leave his post, nor, it seems, did he fall asleep. But he didn't starve either. He was provided with ample food and drink by sympathetic members of the public. Eventually, somebody telephoned his unit, and the guard was quickly changed with somewhat less than customary ceremony. The latest report is that the loyal if raw recruit is in line for some kind of recognition. Nobody has said what consequences face the guard commander.'

Three days to phone his unit, the telephone service must be similar to our own. Two thoughts strike one. It must have been a very big, very long guard if he didn't miss one of them for two nights. Secondly, what did the Bavarian equivalent of Colaiste think of the claim for Security Allowance.

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TANKS

That Churchill tank in the Glen may be dead, and buried, but it refuses to lie down. Evidently the Ulster Folk Museum were interested in acquiring it, according to the *Evening Herald.*

'Today, John Anderson, Director of the Ulster Folk and Transport Museum, said "I'm shocked. The Department of Defence told me last week it was still considering my request to purchase the tank - but now they've buried it.

If they just slid the old model, which was first built by Harland and Wolfe in Belfast, into the hole we could pay to have it dug out still. But if the Army toppled it into the hole on its roof then we would need a battery of cranes to get it out. I can't understand why the Department of Defence has done this."

An Army spokesman told the *Evening Herald* 'We were waiting for the drought to dry up the hole which we dug in the winter. This week it was dry enough, so we buried the tank.'

The spokesman said that transport to the North was a problem. And he said 'We had stripped the weapons from the Churchill and left it aside. But local children loved playing on it - and sometimes we were afraid they would go further into the range and be in danger of tampering with shells.'

Who do you contact about getting an exhumation order for a tank.

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ALL TYPES OF FERROUS AND NON-FERROUS METALS AND FITTINGS.

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Meanwhile Frank McDonald of the *Irish Times* was attending a ceremony in the Lebanon. He wrote -

"A bizarre piece of military theatre was staged in Southern Lebanon on Thursday, when Major Sa'ad Haddad's militiamen held a ceremony to celebrate the placing of yet another Sherman tank with its 75mm barrell pointed directly at UNIFIL lines.

I was taken there by an Israeli officer to watch the proceedings. We had crossed the border into theoretically sovereign Lebanon through two large steel gates in the formidable double fence marking the border with Israel.

There was a festive atmosphere as the militiamen in the area celebrated their latest success. A six-man guard of honour ranging in age from 16 to 60 tried desperately to imitate professional soldiers as they presented arms.

Astonishingly, the Israeli officer claimed that the tank had been set up 'in full co-ordination with UNIFIL'.

As if to prove it, a Ghanaian lance corporal from the nearby UN observation post was on hand watching the ceremony. But he was completely baffled, even embarrassed by the whole business."

Now if only we could persuade the Galloping Major that the proper resting place for these tanks is a Big dry hole, or even the Ulster Folk Museum.

SPY IN THE SKY

Hibernia, the Eagle of Beresford Place, has been keeping an eye on the Big Leaguers. Under the heading 'SUPER POWERS EXERCISE OFF IRISH COAST', a Special Correspondent made the following revelations:-

'Russian naval electronic intelligence (ELINT) activity off Ireland's West coast has increased dramatically, according to Irish civilian and military aircrews who overfly the area. Sightings of Soviet vessels by King Air fishery protection patrols have now become commonplace. This step-up in Russian surveillance coincided with the recent NATO exercises, "Air Bridge" and 'Elder Forest 80', which involved massive military overflights of Irish airspace. In the midst of all this Super Power activity, Ireland's geographic position is becoming of ever more interest to the Super Powers.

Last Thursday the Taoiseach told the Dail: "It should be made clear to all that a centre of instability on this island, which occupies such a key geographical position, is not in the best interests of the people of any part of Ireland, Britain, or indeed the Western world as a whole". This key geographical position is fully appreciated by both Russian and NATO forces. Irish air patrols report sightings of Soviet spy vessels to Dublin Military Operations by radio, from where such reports reach the British authorities. RAF Nimrod long-range maritime reconnaissance planes, which have the

NATO task of covering EASTLANT (military Newspeak for the area off Ireland), are then sent to 'shadow' the Russian vessels.

The article went on to refer to Sir John Hackett's book *The Third World War* and had this to day -

'The chapter dealing with air defence in EASTLANT (written by Air Chief Marshal Sir John Barraclough) acknowledges the problems of providing cover for the Air Bridge, which is crucial to NATO plans for a European war, and mentions the Azores, Newfoundland and Iceland as jump-off points for defending aircraft. No mention is made of Ireland, although military overflights during peace-time exercises could presumably be expected to be repeated during the heat of a real battle nor of

(Contd. on page 192)

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I never sailed till . . .

Capt. M. Hanrahan
Capt. G. White

LEARNING to sail in Bere Island, one of the Glenans Irish sailing centres, is a pleasant experience. I found Glenans to be an excellent sail training school. You'll meet, live and sail with people from many countries and different backgrounds and you'll enjoy it immensely. Quite a number of Army personnel are sailing with Glenans from skippers and instructors down, and this expertise has been of enormous value in the context of Army sailing. But more about that later.

There are nine Glenans centres including the Glenans Island ten miles south of Concarneau on the south Brittany coast. It was here that ex Maquisards founded the club. The aim then and now is concerned not only with teaching sailing but to develop an understanding of seamanship and all that that implies: avoiding crises but coping with them if they occur, attaining an all round sufficiency, both at sea and ashore.

Beginners Course

In Bere Island or Collanmore in the Irish sector you will first learn how to capsize and more importantly how to right a boat. It is quite a simple operation although you may have difficulty with the Salute. (Above right).

The first week is spent sailing in a sheltered area of water ideal for instruction. After a days sailing there will always be good fun down at the local. If you play a musical instrument bring it. Sing songs, ceilis etc. happen regularly.

Collanmore Island differs from Bere in that there is no village but if you would like to discover how to sail among the many islands of Clew Bay this should be the course for you.

In Baltimore cavales and mousquetaires are used to provide an introduction to navigation, seamanship and cruising. The surrounding waters are ideal for this with small coves and islands to sail around and even picnic on.

The first army sailing course was held in Bere Island under Glenans auspices in 1977. Glenans are interested in running another of these next September. Since then the sailing has evolved successfully with the purchase of 6 GP 14 dinghies which are operated at Command level.

This year the first army sailing championships will be held in Athlone 8-10 July in conjunction with all army water sports week and is open to all classes of dinghies.

This year it is hoped to purchase a 4 berth sailing cruiser, which, it is hoped, will operate from Bere Island during the Summer Season and inland during the winter.

The future aim of army sailing is to expand into the realms of inshore coastal cruising and the purchase of their cruiser will be the initial step.

Again the army cruising will be developed along Glenans lines.

If you are interested in learning more about army sailing contact your command sailing representative.

Going down with all hands at Bere Island. (Photo: Capt. P. Richardson).

Command Reps.

E Comd. Capt. F. O'Connor	Asst. OIC Mil. Def. Gov. Bldgs. Merrion Square.
S Comd. Capt. F. Carroll	1 Fd. S & T Coy, Collins Bks., Cork.
W Comd. Lt. R. McAuliffe	Officers Mess, Columb Bks., Mullingar.
Cgh. Comd. Comdt. G. McMahon	Ops. Sec. AHQ., Parkgate, Dublin 8.
Air Corps Capt. G. White	Officers Mess, Casement Aerodrome, Baldonnel.

Further information from:
GLENANS,
Irish Sailing Centres,
1 Kildare St., Dublin 2.
Tel. 767775.

GLENANS COURSES IN IRELAND, 1980

	JULY	AUG.	SEPT.	FEES
BEGINNERS:				
Bere Island 1 week		24 31	7 14 21	£75
2 weeks	13 27	10 24	7	£130
Collanmore Island Beginners & Intermediate 2 weeks	13 27	10 24		£130
SEAMANSHIP				
Baltimore 1 week (land based)		17	7 14 21	£75
2 weeks	20 27	3 10		£130
Land + Mousq 2 weeks	20 27	3 10		£115

Membership of Club costs £5 per year.

Very Rev. Chancellor F. W. R. Knowles, M.A.

The passing of Very Rev. Chancellor F. W. R. Knowles earlier this year, has robbed the Curragh and district of one of its most popular and much loved personalities.

Frederick William Robert Knowles was born in Dublin in 1907, and his interest in the suburb where he grew up prompted him in recent years to write his book "Old Clontarf". Affectionately known as Freddie to his numerous friends, he commenced his ministry as a Curate in Lisburn Cathedral, where he was ordained Deacon in 1932 and ordained Priest the following year. In 1934 he served briefly as a Curate in Kells until he was instituted as Rector of Kilcooley in 1935. From 1937 until 1952 he was Rector of Croom, and finally on 2nd May 1952 he became Rector of Ballysonnion Union, which included St. paul's Garrison Church in the Curragh Camp. It is worthy to mention that the Rectory in the Curragh Camp is the only Rectory which is actually situated in a Military Camp. As the number of Church of Ireland personnel serving in the company was not great enough to necessitate a full time Chaplain, Freddie was appointed as Honorary Chaplain to the Defence Forces and continued to serve in that capacity until his retirement on 29th September 1977. He held the rank of Honorary Colonel and was a member of Ceannt Officers Mess.

He did not wear Chaplains' uniform, but in addition to his normal clerical attire, wore a special stole which he valued greatly. This stole was unique in the Defence Forces. It was made by Clerys and was of black barathea, 3¼" wide at the neck portion which was gathered into three folds and 8" wide at the bottom portions. The most significent feature of the stole was the Army badge and the entwined letters 'C.F.' below; both these items were embroidered in gold and were worn at the bottom portions of the stole. The centre of the badge, consisting of the belt and the F.F. monogram, was of black ribbed silk and the edges of the eight pointed star were edged with scarlet thread. It is interesting to note that these badges and letters were embroidered in Belgium. The letters 'C.F.' standing for Chaplain to the Forces, were also edged with scarlet thread. The badge measured 1¼" in width; the letters 2½" in height and 2¼" in width. Each end of the stole was decorated with a row of black silk tassels 1½" in length. The red and white ribbon of the Emergency Service Medal was also worn, the medal being worn on festive occasions. The stole was first worn at the enthronement of Most Rev. G. O. Simms as Bishop of Kildare in St. Brigid's Cathedral.

Freddie was appointed a Canon of St. Brigid's Cathedral in 1963 and in 1972 was appointed Chancellor of the same Cathedral. Although he officially retired in 1977, he continued to take services and assist otherwise when ever occasion required; in fact he was quite active up to the time of his death.

On 30th January Freddie died and at the Service of Reception the following day and the Funeral Service on 1st February, after which he was buried with full Military Honours, an immense number of Officers, N.C.O.'s and men, and civilians alike, came to pay their last respects to one who had been their friend for so many years.

Freddie will be sadly missed for he was a good conversationalist; his sense of humour quite infectious, and his interest and kindness to his fellow men endeared him to all. Perhaps the most suitable tribute one can think of would be the words the Bishop spoke at the Service "He had grasped firmly the deepest Christian principle of gratitude, it was a celebration of thanksgiving; in it he recognised all aspects of life; it was seldom lugubrious, often unconventional, and always sincere."

F. Glenn Thompson

THE NEW UNIFORM FOR OFFICERS OF THE WOMEN'S SERVICE CORPS

The uniform, designed by Mr. Ib Jorgensen, is made up of four distinct outfits to meet the various requirements of life in the Defence Forces for a woman. In civilian parlance these can best be described as formal walking out dress, working dress and two Summer outfits (slacks & skirt). In addition to these there is an Army overcoat. Photo, above, shows the working dress.

(Photo: Army Press Office)

ARMY CLIMBERS IN SCOTTISH MOUNTAIN RESCUE
CAPT. D. REIDY CTD(E)

While on a weeks snow and ice climbing in Cairngorm Mountains in Scotland three members of the Eastern Command Club and one member of the Curragh Mountaineering Club were responsible for the rescue of two Scottish climbers.

The incident occurred on Sunday 16th March when we had intended climbing a snow gully called Alladins Couloir, 300 metres of 60 degrees hard packed snow. Climbing conditions were good, though the weather was typically "Scottish" high wind and snow.

We had seen two parties come down the gully and also a party of eight were already half-way up. A pair of climbers came down the gully and began to traverse to our right. They were approx. 100 metres above us and 50 metres to our right. Suddenly I heard a shout and saw the two climbers, who were unroped go "Sailing" down the slope in a flurry of snow.

There were no broken limbs but we treated both climbers for shock and took precautions against hypotermia affecting the injured. We got them both into their bivi sacks while we assessed the situation. One climber was just dazed and suffering from shock, but the other had got a bad cut in his right leg, caused by either his own crampons or his partners during their tumble, and had dislocated his left knee which only became apparent when he tried to walk on it.

The injured climber was capable of walking the four miles to the nearest rescue centre so under the competent supervision of C.Q. R. Monks he was taken down the valley to safety by half of our party.

Meanwhile upon discovering that the other climber would not be able to walk, Capt. Sweeney and I attempted to carry him down but after carrying him 500 metres over icy rough terrain we realised it was not going to be as simple as some rescue manuals teach. So we attracted the attention of two other parties, one of whom were six students and their teacher from a school in Edinburgh. We improvised a stretcher from our climbing ropes and in relays of six carried the injured man down the valley.

What would normally take one hour now took three times longer. I do not think that any one of the rescuers ever imagined that a "dead-weight" climber in a rope stretcher could be so heavy and difficult to carry. If we had not got assistance to carry him I dread to think of what the outcome would have been.

After four miles of rope and slings cutting into hands and shoulders, there was no more welcome sight than the ambulance waiting at the Cairngorm ski-lift car park. The others had come back to say that the other climber was down safe and well.

Having been in Scotland several times before and hearing of climbers being rescued little did I think that we would be involved in the rescue of other climbers. This was the highlight of our seven day trip which turned out to be most enjoyable and a great success.

It certainly was a lesson to us all and further reinforced the need for maintaining mountaineering safety precautions which we read of in all climbing manuals. The requirement for emergency clothing and food (as we had with us) is vital for the survival of yourself or as in our case, the survival of some injured party. Maybe some climbers will never be in such an emergency, but you never can tell!

A GRAVE

Beside a morbid prison cell
There lies a lonely grave,
'Twas here an Irish soldier fell
For us his life he gave.

The moon shone bright as I walked down
A long and narrow pass,
By chance I found the lonely stone
A silent guard above the grass.

A whispered prayer my lips did pass
In quietness so serene,
God rest Captain Thomas Lynch
And all who loved the green.

Pte. Patrick Moore

President Hillery presenting the trophy to the winner of the Punchestown 1980 Horse Trials, Lt. David Foster on Inis Meain for Ireland. (Photo: Horseman Photography)

OBITUARY

Corporal Tommy (Jock) Quinn who died in Scotland aged 79, on 21 May, 1980 was one of the most remarkable Army Boxers of the 1930's.

He joined the Collins Boxing Club in 1930. The same year he won the National Lightweight Championship. Corporal Quinn was then close on 27 years of age and had but recently taken up boxing. Despite his late start he chalked up an impressive list of wins and had the unique distinction of winning titles in a lower weight. In 1934 he became a Feather-weight contender and secured the Triple Crown of Army Leinster and National Honours. In the last-named event, Tommy put an end to the unbroken sequence of successes won by Paddy Hughes, taking from him the National Featherweight Title.

Corporal Quinn was Army Featherweight Champion in 1933/34/36 and was Lightweight Champion in 1931. Corporal Quinn's greatest International win was on the square of Collins Barracks in July 1934 when he beat the French Champion J. Desteau who later gained Olympian Honours in a Higher Division. Corporal Quinn retired from boxing in 1937, and well earned the title of a gentleman boxer. When the new National Stadium was opened in 1939, Tommy became its first caretaker. To his wife and family, we extend our deepest sympathy.

Ar Dheis De go raibh a Anam. W. N.

(Contd. from page 189)

Shannon Airport, whose long runways and fuel stockpiles would be a crucial asset to NATO in the event of such an 'Air Bridge' being needed.'

Pity that *Hibernia* which is usually so generous as regards by-lines did not let us in on another secret - who is the expert special correspondent.

Let's get it all together at Quinnsworth

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